

THE IRON AGE EMERGENCY MARKET BULLETIN

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MARKET ACTIVE AND HIGHER

**Large Sales of Foundry Pig Iron at \$2 Advance
—Greater Demand for Steel and Sharp
Rise in Coke**

The order of the soft coal miners' union for a strike of 500,000 workers Nov. 1, whatever may yet be done to avert actual stoppage, has sharply accentuated the market conditions produced by the steel strike. Pig iron has been bought on a large scale at advances reaching \$2 a ton and in some cases more; a scramble for coke has sent prices up \$1 to \$1.50; and in several finished steel products, following the recent advancing tendency, has come an active demand that has made the scarcity more general.

The Middle West has been the center of action in pig iron, and foundry and malleable irons have been bought heavily both for prompt delivery and for first and second quarters of 1920. One seller at Cleveland disposed of 100,000 tons in 10 days. Buffalo, Western Pennsylvania, Northern and Southern Ohio and Chicago merchant furnaces have done most of the selling, but a fair amount of Southern iron has been taken.

That foundries have urgently needed iron is shown by shipments to unusual districts, as from Ohio to Buffalo and New England, from Virginia to the Middle West and from Northern Ohio to Chicago. Steel making irons have not been active, but a St. Louis melter bought 25,000 tons at Chicago for 1920 delivery and 6,000 tons from an Ohio furnace. An Eastern Pennsylvania plate mill has also been a buyer of basic.

Since pig iron consumption by foundries would be almost as promptly affected by a coal strike as would the output of blast furnaces, the latest pig iron advance represents continued operation of foundries on a scale too large for the current output of pig, as has been evident for some time.

Pittsburgh mills are working with practically the same forces as in the previous week, but slight gains in working forces have been made at Youngstown, Cleveland and Chicago. In the Youngstown district eight out of 25 blast furnaces are working, with finished material in like proportion, 15,000 men being employed. The Illinois Steel Co. has 16 out of 29 furnaces in blast in the Chicago district and the Carnegie Steel Co. 40 out of 59.

A growing scarcity of cars in all districts is due to the order restricting the use of the gondola type to coal traffic. Ore movement has suffered in consequence as well as pig iron and scrap shipments.

In the finished steel trade, the fear that their operations might suffer from lack of material has brought more consumers into the market in the past week. Those whose usual sources of supply have failed are unable to place emergency orders elsewhere. Jobbers are having more difficulties than manufacturing consumers in getting shipments from the mills.

Where steel billets either for forging or re-rolling can be had on new orders, the price is \$5 per ton above the so-called schedule, \$43.50, Pittsburgh, having been done in the East for re-rolling billets. Few Central Western mills have any semi-finished steel to offer.

In finished materials, plates and bars still lead in the current buying. Any mills able to make deliveries are holding to 2.50c, Pittsburgh, for steel bars. Eastern makers have advanced bar iron \$35 per ton to 2.75c, Pittsburgh, for common iron. Plates are firm at 2.65c, Pittsburgh, for this year and one Eastern company has quoted 2.75c for delivery in 1920. Japanese buying is still heavy, shipments there being sold for months ahead.

Structural business still lags. For the new Detroit hotel 10,000 tons will probably be closed this week. For the General Motors Corporation addition 3,000 tons is pending at Detroit. Other requirements are 2,300 tons for a Ft. Worth hotel; 2,800 tons for Western Electric Co. additions. Chicago estimates that the 10,000 four-wheel cars on which Belgium is figuring would require 65,000 tons of plates, shapes and bars and 5,000 tons of axles.

Sheet mill operations of the American Sheet & Tin Plate Co. are at 86 per cent of capacity this week, while the tin plate mills of the company are running at 65 per cent.

Cable advices are that higher prices are asked both in British and Continental steel markets. The 50 per cent advance in British rail freight rates has put pig iron up 5s 3d or \$1.10 per ton. American tin plates at \$7.86, New York, have been sold to Japan and South America in competition with the Welsh product which is now \$8.60 at works. Siam is in the market for 32,000 tons of rails. Lorraine billets have been offered in England at 20s below home prices.

German steel works in many cases are operated at only one-fourth to one-third capacity. High cost of imported iron ores is a handicap and employees are constantly making new demands.

ADVANCING PRICES IN ENGLAND

LONDON, ENGLAND, Oct. 28. (By Cable.)—Scarcity in foundry iron continues; furnaces are working badly; there is a heavy export demand but makers unable to fill existing engagements are refusing new business. English molders are still on strike and it is impossible to obtain castings.

Pig iron makers have decided to raise Cleveland prices 1½d per ton for every 1 per cent increase in railroad rates. As the threatened increase is 50 per cent the advance in pig iron on this account will amount to 5s 3d per ton (\$1.10 with exchange at \$4.18 for £1).

In finished steel further price advances are impending. A panic condition obtains in galvanized sheets and makers are boosting prices especially in thin gages, professing that they are fully sold up to June, but probably holding back to force the hands

A Comparison of Prices

**Advances Over The Previous Week In Heavy
Type, Declines In Italic**

At date, one week, one month and one year previous
For early delivery

Pig Iron,

	Oct. 28, 1919	Oct. 21, 1919	Sep. 30, 1919	Oct. 29, 1918
Per Gross Ton:				
No. 2 X, Philadelphia†	\$33.10	\$32.10	\$31.10	\$38.85
No. 2, Valley furnace†	28.75	28.75	28.75	34.00
No. 2, Southern, Cin'ty†	31.60	31.60	31.60	37.60
No. 2, Birmingham, Ala.†	28.00	28.00	28.00	34.00
No. 2, furnace, Chicago*	28.75	28.75	28.75	34.00
Basic, del'd, eastern Pa.	28.00	28.00	28.00	36.60
Basic, Valley furnace	25.75	25.75	25.75	33.00
Bessemer, Pittsburgh	29.35	29.35	29.35	36.60
Malleable, Ch'go*	29.25	27.25	27.25	34.50
Malleable, Valley	27.25	27.25	27.25	34.50
Gray forge, Pittsburgh	27.15	27.15	27.15	34.40
L. S. charcoal, Chicago	32.75	32.75	32.75	38.85

Rails, Billets, Etc.

	Oct. 28, 1919	Oct. 21, 1919	Sep. 30, 1919	Oct. 29, 1918
Bess. rails, heavy, at mill	45.00	45.00	45.00	55.00
O.-h. rails, heavy, at mill	47.00	47.00	47.00	57.00
Bess. billets, Pittsburgh	38.50	38.50	38.50	47.50
O.-h. billets, Pittsburgh	38.50	38.50	38.50	47.50
O.-h. sheet bars, P'gh.	42.00	42.00	42.00	51.00
Forging billets, base, P'gh.	51.00	51.00	51.00	60.00
O.-h. billets, Phila.	47.50	45.50	42.50	51.30
Wire rods, Pittsburgh	52.00	52.00	52.00	57.00

Finished Iron and Steel,

Per lb. to Large Buyers:	Cents	Cents	Cents	Cents
Iron bars, Philadelphia	2.995	2.745	2.745	3.73
Iron bars, Pittsburgh	2.75	2.75	2.75	3.50
Iron bars, Chicago	2.72	2.62	2.62	3.50
Steel bars, Pittsburgh	2.50	2.35	2.35	2.90
Steel bars, New York	2.77	2.62	2.62	3.145
Tank plates, Pittsburgh	2.65	2.65	2.50	3.25
Tank plates, New York	2.92	2.92	2.77	3.495
Beams, etc., Pittsburgh	2.45	2.45	2.45	3.00
Beams, etc., New York	2.72	2.72	2.72	3.245
Skelp, grooved steel, P'gh.	2.45	2.45	2.45	2.90
Skelp, sheared steel, P'gh.	2.65	2.65	2.65	3.25
Steel hoops, Pittsburgh	3.05	3.05	3.05	3.50

Sheets, Nails and Wire,

Per lb. to Large Buyers:	Oct. 28, 1919	Oct. 21, 1919	Sep. 30, 1919	Oct. 29, 1918
Sheets, black, No. 28, P'gh.	4.35	4.35	4.35	5.00
Sheets, galv., No. 28, P'gh.	5.70	5.70	5.70	6.25
Wire nails, Pittsburgh	3.50	3.25	3.25	3.50
Fence wire base, P'gh.	3.85	3.00	3.00	3.25
Barb wire, galv., P'gh.	4.25	4.10	4.10	4.35

Old Material,

Per Gross Ton:				
Carwheels, Chicago	\$25.50	\$24.50	\$24.00	\$29.00
Carwheels, Philadelphia	24.50	24.50	24.50	29.00
Heavy steel scrap, P'gh.	19.00	19.00	19.00	29.00
Heavy steel scrap, Phila.	20.00	19.00	18.50	29.00
Heavy steel scrap, Ch'go	18.00	17.50	18.50	29.00
No. 1 cast, Pittsburgh	24.00	24.00	23.50	29.00
No. 1 cast, Philadelphia	26.00	25.00	25.00	29.00
No. 1 cast, Ch'go (net ton)	25.50	25.00	23.50	30.36
No. 1 RR. wrot, Phila.	27.50	27.00	26.50	34.00
No. 1 RR. wrot, Ch'go (net)	19.50	19.50	19.00	30.36

Coke, Connellsville,

Per Net Ton at Oven:				
Furnace coke, prompt	5.50	\$4.35	\$4.00	\$6.00
Furnace coke, future	6.00	5.00	4.75	6.00
Foundry coke, prompt	7.00	6.00	6.00	7.00
Foundry coke, future	6.50	5.75	5.75	7.00

Metals,

Per Lb. to Large Buyers:	Cents	Cents	Cents	Cents
Lake copper, New York	22.25	22.25	22.00	26.00
Electrolytic copper, N. Y.	21.75	21.75	21.50	26.00
Spelter, St. Louis	7.75	7.75	7.00	8.65
Spelter, New York	8.10	8.10	7.35	8.90
Lead, St. Louis	6.50	6.25	5.95	7.75
Lead, New York	6.75	6.50	6.20	8.05
Tin, New York	56.75	56.50	55.00	76.00
Antimony (Asiatic), N. Y.	8.75	8.62½	8.50	12.75
Tin plate, 100-lb. box, P'gh.	\$7.00	\$7.00	\$7.00	\$7.75

*The average switching charge for delivery to foundries in the Chicago district is 50c. per ton.
†Silicon, 1.75 to 2.25 †Silicon, 2.25 to 2.75

of needy buyers. No. 24 gage is quoted at about £34 (6.35c per lb. at ruling exchange).

Tin plate works cannot get enough labor and men are malingering as they decline to earn sufficient money to fall within the income tax limit. Tin plates are quoted about 41s to 41s 3d base (8.60), f.o.b. works. America is offering tin plates at \$7.80, f.o.b. New York, for January to July deliveries and are taking Japanese and South American orders in competition with Wales.

In black sheets there is an enormous inquiry and prices are nominal. Works are booked for six months.

Siam is inquiring for 32,000 tons of rails. Lorraine is offering billets, etc., about 20s below home prices.

The tonnage of shipping under construction at the end of September was 2,816,000 tons and the world's total 8,048,000 tons, a record.

NEWS OF THE WEEK IN BRIEF

Judge Gary and the Open Shop Endorsed by Iron and Steel Institute

The October meeting of the American Iron and Steel Institute held at the Hotel Commodore, New York, on Friday, Oct. 24, brought out 1,300 members and was made memorable by the acclaim with which Chairman E. H. Gary, of the United States Steel Corporation was received as he entered the hall to preside; by the unanimous adoption of resolutions endorsing his stand at the National Industrial Conference at Washington in favor of the open shop; and by the fair and temperate, yet unequivocal discussion in Judge Gary's address, of the issues and developments of the steel strike.

In summarizing the contentions of the Washington Conference, Judge Gary said:

"Every proposition contended for by the labor unions at Washington led to domination of the shops and of the men by the union labor leaders. Every position taken by the other side centered on the open shop. This is the great question confronting the American people and, in fact, the world public."

Judge Gary said that in this country "there is no room except in the prisons for the anarchist, Bolshevik or other individual who seeks to substitute the rule of force for the rule of law and reason. * * * Anyone who doubts the ability of the proper authorities to protect the persons and property of our people against Bolshevism and other similar doctrines fails to appreciate the courage of our citizens and the terrible force and strength of subdued calmness when they are surrounded by threatened danger."

Referring to the steel strike the address dwelt on the intimidation of workers by strikers and added: "After protection was afforded by the police, sheriff's deputies, State constabulary and, in some cases, State or national troops, the numbers resuming work increased appreciably from day to day until in many places operations are about normal. Taken as a whole, the situation at present is good and steadily improving."

At the banquet of the institute, on Friday night, Eugene Schneider, head of the famous French steel company, spoke of France's new place in steel manufacture, asserting that it was now next to the United States.

Allies' Commissions Want Large Metal Shipments and Credits from the United States

The International Trade Conference at Atlantic City, N. J., Oct. 20 to 24, under the auspices of the Chamber of Commerce of the United States, was largely attended by representatives of industry, trade and finance. Steps were taken looking to a permanent organization to give direction to trade with Europe. The various commissions now in the country representing Great Britain, France, Italy and Belgium, made statements concerning the materials and equipment their respective countries would require from the United States in the coming year. France's total needs for the year, it was said, would amount to between \$800,000,000 and \$900,000,000 worth of goods. Foods, fuel, cotton, copper and steel will be the principal commodities to be imported from the United States. Credits for 10 years will be asked on these imports.

The Committee on Metals, of which E. A. S. Clarke, president of the Consolidated Steel Corporation, New York, is chairman, reported that it had full conferences with the four visiting commissions. The prospect for the complete re-establishment of industry in these countries was considered hopeful provided the supplies of raw materials and various finished products could be secured. "So far as metals are concerned it was disclosed that the requirements for France for the ensuing year are estimated at 100,000 tons of ship plates and 90,000 to 100,000 tons of copper." The estimates of Italy's requirements submitted by the Italian Committee include the following annual quantities over the next five years:

	Tons
Foundry Pig Iron.....	200,000
Plates and shapes.....	60,000
Ingots and semi-finished steel and rails.....	215,000
Scrap Iron.....	100,000
Tin plates.....	5,000
Copper.....	15,000
Various other metals.....	10,000
Total.....	605,000

The Belgian requirements are limited to semi-finished steel and copper sheets. The amount will depend on the rate of restoration of Belgian works, also on obtaining needed fuel supply.

The committee states that the aggregate of the metal requirements of the three countries which involve long credits are so large that some special financial machinery must be arranged. In their opinion some emergency legislation such as that proposed in the Edge-Ackerman bill now before Congress should be passed.

Replogle Steel Co.

Announcement is made that Kuhn, Loeb & Co. have underwritten the stock of the Replogle Steel Co., a new company to be headed by J. Leonard Replogle, organized to take over the New Jersey iron ore properties and blast furnaces of the Wharton Steel Co. and the Wharton & Northern Railroad. The iron ore holdings are estimated at 100,000,000 tons. The eventual erection of a steel plant is probable.

President Calls Bituminous Coal Strike Unlawful

In a statement issued from the White House Saturday night, Oct. 25, President Wilson said that the refusal of the leaders of the United Mine Workers of America to call off the bituminous coal strike ordered for Nov. 1 meant the abrogation of an agreement as to wages which was made with the sanction of the United States Fuel Administration and which was to run during the continuance of the war. The President characterized the strike as not only unjustifiable but unlawful and he solemnly called on the national and local officers and also the individual members of the United Mine Workers of America to recall all orders looking to a strike on Nov. 1.

Members of Congress are advocating vigorous action in case the strike order is not recalled. William Green, secretary of the United Mine Workers, said that it was impossible to rescind the strike order. However, a meeting of the executive board of the union was called for Wednesday, Oct. 29, at Indianapolis, to frame a reply to the President's statement. At Washington sentiment has

developed in the past two days in favor of taking over the coal mines and it is expected that without delay the President will be given any authority he may need to that end in case of a strike.

Germany's Poor Outlook in Iron and Steel

BERLIN, GERMANY, Oct. 7.—The German iron industry has not been able, since the war ceased, to rally its productive forces and return to normal conditions. The trade has been almost incessantly harrassed by strikes, partly in iron and steel works, but chiefly in the coal mines. Work is everywhere at a much slower pace than before the war, or even than a year ago. Not only do the workmen insist upon shorter hours, but there is to a considerable extent an unwillingness to work at what was regarded a normal pace before the war. The consequence is that few of the companies are producing more than 25 to 33 per cent of their former output.

There is in general a pessimistic feeling as to the future of the iron trade. This is based partly upon the loss of ore deposits in Lorraine and Luxemburg, and probably also in Silesia; partly upon favorable home factors, like the labor situation just mentioned, and the enormous depreciation of the German currency, making the import of ores very difficult; and partly upon the prospects of sharper competition than ever from foreign countries, especially from the United States.

IRON AND STEEL MARKETS

PITTSBURGH

PITTSBURGH, Oct. 28.—The local steel market is greatly excited over the prospective coal strike, and prices on foundry and malleable pig iron are up \$2 per ton. Prompt furnace and foundry coke has advanced fully \$1, while premiums for some lines of finished steel are being asked by mills that have the material and can make fairly prompt shipment. Inquiry for Bessemer and basic is not very active and there has been no change in prices.

We note sales of 30,000 to 40,000 tons of No. 2 foundry for first quarter and first half at \$28.75 Valley furnace, also sales of malleable at \$29.25 Valley furnace, these prices showing an advance of \$2 in 10 days. The Carnegie Steel Co. is operating today 40 out of 59 blast furnaces. Inquiry for pig iron for next year is active.

Billets and sheet bars would command a premium of \$3 to \$5 per ton, but local mills are all short of steel and cannot sell.

Bessie Furnace Co., New Straitsville, Ohio, has advanced prices on all grades of silvery iron \$3 per ton for first quarter, and other producers are quoting still higher prices.

Inquiry in structural steel market is active. The McClintic-Marshall Co. has taken 800 tons for a merchant bar mill for the Interstate Iron & Steel Co., Chicago, and recently has taken about 3,000 tons for the General Motors Co., Detroit, for new steel buildings.

Plates are very strong at \$2.65c, some mills quoting \$2 to \$1 advance. The American Sheet & Tin Plate Co. is operating this week 86 per cent sheet mills, and 65 per cent tin plate mills. Some mills are now quoting premiums on both sheets and tin plate. Wire nails are very firm at \$3.50 base, and plain annealed wire \$3.40 base, for Nos. 6 to 9. Local mills are offered as high as \$4.50 base per keg for wire nails for export and have turned these offers down. Demand for line pipe and oil well tubular goods is still very heavy. Mills are sold up for months, and are refusing all offers of new business. One local mill has turned down in the last week fully 50,000 tons of tubular goods.

We note sales of 200 cars, or more, of standard grade prompt furnace coke at \$5.50 per net ton at oven, and there are reports of sales at \$6.

Old material is still neglected, but stocks of consumers are very low and an active buying movement in scrap is looked for soon. No sales of scrap are being made on which to base prices.

NEW YORK

NEW YORK, Oct. 28.—The scarcity of pig iron for early delivery has become acute and prices are at least \$2 higher on foundry grades for 2.25 to 3.25 silicon and \$1 higher on 1.75 to 2.25. The leading Virginia interest is out of the market. Malleable is being shipped from Ohio points to Buffalo and New England. A sale of 1,000 tons of No. 2 Southern has been made for shipment to Japan and inquiry for 12,000 tons of foundry iron for export is pending.

Cast-iron pipe is strong and prices have been advanced. We quote 6-in. and heavier at \$58.30 New York; 4-in. \$61.30, with \$1 additional for class A and gas pipe.

Old material.—The feature of the scrap market is the \$1 raise in the price of clean cast borings which are in keen demand from both rolling mills and chemical plants. There is also a heavy demand for re-rolling rails and cast scrap. Several items this week are marked up from 50 cents to \$1. The market is stronger because of small scrap reserves in consumers' yards and the higher cost of pig iron.

About 250 tons of British ferromanganese has been sold at this year's delivery for \$100, seaboard, and the same seller is asking \$105 for first quarter delivery. The market is a little more active with inquiries of small lots running from 100 to 500 tons each, and aggregating 1,500 tons. Another British producer is out of the market for this year's delivery, but is quoting \$105, seaboard, for first quarter. The domestic British price is \$23 per ton. The spiegeleisen market is quiet at about \$25, furnace. There are a few inquiries for domestic consumption and an inquiry for at least 500 tons for export with prospects of still larger business. The 50 per cent ferrosilicon market is quiet at \$90 to \$100 per ton, delivered. There is an inquiry for 500 tons for delivery into next year.

Manufacturing consumers of steel are besieging mills in operation, but these are slow to take on orders of others than regular customers. Buyers are forcing prices upward. It is doubtful if steel bars can be bought for this year's delivery at any price and 2.75c per lb., Pittsburgh base, has been paid for forging quality bars though ordinary soft bars would suffice, if obtainable. A 2.50c price for steel bars is substantially nominal.

Demand for structural material is not abnormal owing to a dullness in fabricated steel business accelerated by general conditions but plate business is brisk, relatively few producers being in a position to deliver. Plates, sheared as well as universal, can be obtained this year, but the price is firm at 2.65c, Pittsburgh. Exports are hampered by the New York dock strike and so much material has been diverted to Philadelphia that ocean freights from that port have advanced \$5 per tin. A leading company has bought upward of 10,000 tons of plates, probably for repair work. In bar iron products it is difficult to place business and small sizes of bolts and also nut stock are practically unobtainable. New struc-

tural work includes 500 tons for an apartment in Baltimore; 1,100 tons for a department store in Springfield, Mass.; 400 tons for the Armour Fertilizer Co., Chicago Heights, and 500 tons for a Norfolk & Western bridge, Columbus, Ohio. The Phoenix Bridge Co. will erect 500 tons for a Philadelphia electric station, and the McClintic-Marshall Co., 1,300 tons for the West Virginia Metal Products Co., Fairmount, W. Va.

PHILADELPHIA

PHILADELPHIA, Oct. 28.—Scarcity of pig iron and steel is being reflected in higher prices. For foundry iron the minimum for delivery this year appears to be \$32, furnace for No. 2 X (2.25 to 2.75 silicon) and \$31 for No. 2 plain (1.75 to 2.25 silicon). Some sellers are getting \$33 and \$32 furnace, for these two grades. Consumers are bidding very high prices for high silicon iron, the supply of which is not equal to the demand. Foundries which are using a large proportion of scrap in their mixtures are scouring the market for high silicon iron. One lot sold to a New England consumer brought \$35, furnace, for 2.75 to 3.25 silicon. A Buffalo seller is asking \$34, Buffalo, for No. 2 X iron. Two Virginia furnaces have advanced prices, the maximum rise being \$2 a ton. The leading Virginia iron interest has withdrawn from the market. One Virginia furnace quotes No. 2 plain at \$30, furnace, but has none of this grade to offer. Its price on No. 2 X is \$31.25, furnace. The furnace which has advanced its prices \$2 now offers No. 2 plain at \$31 and No. 2 X at \$32, furnace. Considerable high silicon Virginia iron has been shipped to Middle Western points at very high prices. A few thousand tons of basic iron has been purchased by a Delaware consumer at a price equivalent to \$28, delivered, while another sale of 1,000 tons was made at a delivered price of \$28.25, but it is stated by sellers that these prices could not be duplicated. Quotations as high as \$31, furnace, are heard. A sale of 3,000 tons of gray forge was made at \$26.40, delivered. Malleable iron is scarce and is quoted at \$27.50 to \$29, furnace, but these prices are nominal, as little, if any, malleable iron is available in this market. A few sales of standard low phosphorus iron have been made at \$37, furnace. There is good inquiry for next year, but sellers are in most instances declining to sell except at higher prices. One company is quoting \$35, furnace, for No. 2 X iron for first quarter. The same situation is serious in the light of a possible coal strike Nov. 1. Furnace coke has been sold in this market at \$6 to \$6.50, Connellsville, and foundry coke at \$7 to \$7.25, Connellsville.

Continued demand for plates is the notable feature of the steel situation. The price of plates is firm at \$2.65c, Pittsburgh, for this year. For first quarter one Eastern company has quoted \$2.75c, Pittsburgh. Orders for plates of from 1,000 to 5,000 tons have been placed in the past week. The minimum for soft steel bars quoted by any mills able to make deliveries is 2.50c, Pittsburgh. Eastern makers of bar iron have advanced prices \$5 a ton to 2.75c, Pittsburgh, for common iron; double refined iron is 1c per lb. higher. The base sizes at this price are 1/2 in. rounds and 1/4 in. flats and heavier, while 3/4 and 5/16 rounds and squares and flats under 1/2 in. thick take a base price of 3.75c, Pittsburgh, and 3/4 and 7/16 in. rounds and squares take a base price of 3.45c, Pittsburgh. There is an excellent demand for spring steel and large orders have been placed with one maker. The structural market shows slightly more activity. Four apartment buildings in Philadelphia, totalling 3,300 sq. ft. and two hotels at Atlantic City, totalling 2,000 tons, and a bank at Ft. Worth, Texas, 1,500 tons, are in the market. Open hearth re-rolling billets have been sold at \$47.50, Philadelphia. The scrap market is firm. An Eastern consumer has offered \$20, delivered, for a large tonnage of heavy melting steel. Sales of heavy melting steel for delivery in the Pittsburgh district have been made at \$22 and \$22.50, delivered.

CHICAGO

CHICAGO, Oct. 28.—The Illinois Steel Co. now has an enrollment of about 60 per cent, that at the Gary plant being about 10 per cent above the general average. About 75 per cent of the normal force at the Inland Steel Co. has returned to work. Although operation is not yet in proportion to enrollment, the leading interest has a total of 16 out of 29 blast furnaces and most of its finishing mills working. Concurrent with improving operation is a growing scarcity of cars, resulting from the Government order restricting the use of gondolas to coal traffic and the fall grain movement, which is making heavy inroads on box car equipment.

An inquiry has been received from Belgium calling for 10,000 four-wheel coal cars, which will require 65,000 tons of plates, shapes and bars, and 5,000 tons of axles. A Japanese shipbuilder has ordered 600 tons of plates from the leading interest. The Mosher Mfg. Co., Dallas, Texas, will fabricate 2,300 tons for the Winfield Hotel, Ft. Worth, and the Western Electric Co., Chicago, is asking bids on 2,800 tons for additions to its local plant. The Lackawanna Bridge Co. will supply 800 tons for the Fulton Market Cold Storage building, Chicago. Local fabricators are beginning to resume operations slowly in the face of a strike.

The demand for bar iron and particularly rail carbon bars continues heavy. A western mill rejected 5,000 tons of the latter product which was offered last week. A St. Louis melter has purchased 25,000 tons of basic pig iron for 1920 delivery from a local producer, and 6,000 tons from an Ohio furnace. A Southern producer has looked an order for 4,000 tons of foundry for first half shipment. Valley iron is commencing to move into this territory rather freely. An aggregate of 3,000 tons of Valley foundry was recently sold to two western consumers. Last week a single consumer took 16 cars of Birmingham iron on track in the city, and later took 6 additional cars.

Lake Superior charcoal iron, 1 1/2 per cent silicon, has advanced \$3 for delivery the remainder of this year and during the first half of 1920. Scrap continues to grow stronger.

BOSTON

Boston, October 28.—The spot pig iron situation is growing really stronger, presumably because many consumers who bought on for last quarter, 1919, delivery, have been unable to get it owing to the strike. Each month a furnace remains closed down takes it just so much further sold ahead. At the beginning of the strike Buffalo furnaces, generally speaking, were sold ahead to an extent. Today they automatically are sold ahead to March 1. The market for first and second quarter, 1920, pig iron is strong and moving upward, premiums of \$2 to \$3 having been paid in some instances. Orders for such deliveries, in most cases, are taken subject to confirmation at furnace. Several orders for 200 to 500 tons of eastern Pennsylvania iron, first quarter delivery at \$31.25 to \$32, furnace, have been turned down at furnace since last reports.

The largest sale of pig iron reported during the past week was one of 1,650 tons eastern Pennsylvania, 1920 delivery, divided into 1000, 500 and 150 ton lots, three grades of silicon. Several sales of 100, 200 and 300 ton lots of eastern Pennsylvania iron, spot shipment, are reported at premiums of \$1 to \$2.

Some spot coke is offered on this market on a \$6 Connellsville basis, but comparatively little is coming into New England. The market for later 1919 deliveries is on a \$6.50 basis, and for any part of 1920 on a \$7.50.

The railroad embargo will have little influence on the local scrap market, which is fairly active and strong. Eastern Pennsylvania interests have been moderate buyers of steel scrap since last reports at \$19, \$19.50 and \$20.

FINISHED MATERIAL.—Consumption of finished material in New England continues encouraging notwithstanding the fact that many people have signified their intention of remaining out of the market until labor conditions are more settled. Several sizable structural jobs for 1920 work are pending, but the bulk of the business contracted for during the past week have involved very small tonnages. Small fabricators are much busier than the large. Those mills which can, are taking orders for car-lots for 1919 delivery, but are limiting such orders to old-time customers. Bethlehem shapes are reported as difficult to obtain, the demand for them being far in excess of the supply. Announcement is made that the Bethlehem Shipbuilding Corporation is to build a \$2,000,000 floating dry dock to be used at Quincy.

TOOL STEEL.—Automobile interests are in the market for alloy steel. Supplies of same have been materially reduced during the past month owing to slow shipments from tonnage mills. Cold rolled specialties, running as high as \$1 to \$2 per lb., also are in active request.

WAREHOUSE BUSINESS.—Local warehouse goods in general are going out of store much faster than they are coming in and stocks are growing steadily smaller. Two local jobbers and some of those in other sections of New England have advanced their iron and steel prices about \$5 per ton, but most firms signify their intention of leaving their lists unchanged, although admitting that values should be higher based on the law of supply and demand.

BUFFALO

Buffalo, Oct. 27.

The strike in the Buffalo district is apparently wearing itself out and labor conditions are becoming more normal. The number of men returning to work is swelling and outside help is gradually filling the ranks of employees and bringing them more nearly to a workable status. At the Donner Steel Co. a plant, one blast furnace is in operation and operations in all departments are being resumed on a substantial scale. Approximately 1000 men are now at work and the officials expect a majority of its full quota of men will soon be again at work. A number of furnaces and mills at the Lackawanna plant are in operation and its men are returning to work in increasing numbers. There is no change in the situation at the furnaces of Rogers, Brown & Co. and the plant is not yet in operation.

Shipments are going forward in good volume from the furnaces of the two merchant iron interests of the district which are in full operation. One of these interests reports good sales for 1920 delivery, having no 1919 iron left unsold; some of these sales being for New England points. It is not soliciting or taking on business other than to care for the needs of its regular customers. The other interest, which is also sold up on 1919 production is not yet quoting for 1920. One of the interests which is just resuming production is quoting for prompt and current quarter-delivery, \$34.00 f.o.b. furnace, Buffalo, for No. 1 foundry; 2.75 to 3.25 silicon; \$32.25 for 2 X, 2.25 to 2.75 and \$31.00 for No. 2 plain, 1.75 to 2.25. The operating furnace interest, which is selling for 1920 is quoting the same schedule as last week—\$31.00 for 2.75 to 3.25; \$30.00 for 2.25 to 2.75 and \$29.00 for 1.75 to 2.25.

FINISHED IRON AND STEEL: So urgent is the need of steel products that consumers will gladly pay premiums; but mills and selling agencies in this territory are declining to entertain premium offers, restricting their sales to established customers, and in many instances revising their specifications to contract limits. Warehouse supplies are depleted to such an extent—especially on wire products—that distributors are visiting various mills with a view of picking up any odds and ends available.

OLD MATERIAL: Demand is increasing and there are indications that there will be a stronger market in the near future on account of the further resumption of mill activities. Prices are unchanged.

ST. LOUIS

St. Louis, Oct. 27.

PIG IRON.—More of the southern furnaces are reported willing to take 1920 business on the basis reported last week, and the buying is increasing from the foundries although no large tonnages are being taken, the range being from 500 tons down.

Buying of coke in small lots for early delivery is reported but no large contracts are being placed. In finished products the market remains without material change save that shipments from the mills are coming forward somewhat better.

Scrap dealers are optimistic and are speculating in old material on the basis that steel strike settlement will bring an active demand.

CINCINNATI

CINCINNATI, Oct. 28.—A Southern Ohio producer sold last week a considerable tonnage of foundry iron for first half shipment at \$29 Iron-ton, silicon content 1.75 to 2.25. A Southern firm has also taken some first quarter business at the same figure, Birmingham. Other Southern furnaces are quietly soliciting offers at a higher price for first quarter and first half shipment, but have not yet formally opened their books due to the uncertainty of future costs. Until the uncertainty as to the coal strike is settled, there will be no scramble for business on the part of producers. The inquiry for foundry iron for future shipment is on the increase. Only a small percentage of these inquiries is from melters who are trying to test the market. Southern foundry iron for prompt shipment is bringing a premium and some has been disposed of at \$30.25, Birmingham, with the usual differential added of 1.25 for silicon 2.25 to 2.75. The demand for malleable seems to have about exhausted itself. Southern Ohio makers are quoting \$31.25 furnaces. No basic inquiries are out from consumers in this territory. Both furnace and foundry coke are firmer, and Wise County interests now refrain from quoting for next year's shipment.

The scrap market is very quiet and practically no outside shipments are being made, as all gondola cars have been commandeered for moving coal before the threatened coal strike takes place.

Newport Rolling Mill and Andrews Steel Co. expect to resume operations in all departments Nov. 3.

(Cleveland Market on Page H)

Pittsburgh

Pig Iron

The following quotations are all per gross ton at Valley furnaces, freight rate for delivery in the Cleveland and Pittsburgh districts being \$1.40 per ton:

Basic	\$25.75
Bessemer	27.95
Gray forge	25.75
No. 2 foundry	28.75
No. 3 foundry	27.75
Malleable	27.25

Ferroalloys

We quote 78 to 82 per cent domestic ferromanganese \$100 delivered, and English at \$105, with a reduction of \$1.50 to \$1.75 per unit for lower percentages. We quote resale 50 per cent ferrosilicon at \$85 to \$90 and 18 to 22 per cent, spiegeleisen at \$33 to \$35, delivered. Prices on Bessemer ferrosilicon are: 9 per cent, \$47.75; 10 per cent, \$49.75; 11 per cent, \$53.05; 12 per cent, \$56.35. We quote 6 per cent silvery iron, \$39.75; 7 per cent, \$41.25; 8 per cent, \$43.25; 9 per cent, \$45.25, and 10 per cent, \$47.75. About \$3 per gross ton advance is charged for each 1 per cent silicon for 11 per cent and over. All the above prices are f.o.b. maker's furnace, Jackson or New Straitsville, Ohio, which have a uniform freight rate of \$2.90 per gross ton for delivery in the Pittsburgh district.

Billets and Sheet Bars

We quote 4 x 4 in. soft Bessemer and open-hearth billets at \$28.50, 2 x 2 in. billets at \$42; sheet bars, \$42; slabs, \$41, and forging billets, \$51 base, all f.o.b. at mill Pittsburgh or Youngstown.

Iron and Steel Bars

We quote steel bars rolled from billets at 2.35c. and from old steel rails, 2.45c. Pittsburgh mills rolling iron bars quote at 2.75c., Pittsburgh, plus full freight rate to point of delivery.

Structural Material

Beams and channels up to 15-in. 2.45c. Pittsburgh, large lots.

Plates

Sheared tank plates, 1/4-in. and heavier, at 2.50c. to 2.65c., depending on order and delivery.

Spikes

We quote standard spikes, 9/16 x 4 1/4 in., at \$3.35 base per 100 lb. in carload lots of 200 kegs of 200 lb. each, and small spikes, 3/4 in., 7/16 in. and smaller, at \$3.85 to \$4 per 100 lb. in carload lots of 200 kegs of 200 lb. each, plus usual extras. Boat and barge spikes, \$3.85 to \$4 per 100 lb. in carload lots of 200 kegs of 200 lb. each, all f.o.b. Pittsburgh. For less than carloads, 1c. per lb. higher is asked.

Cold Rolled Strip Steel

We quote cold-rolled steel at \$5.65 base per 100 lb., f.o.b. Pittsburgh, for 1 1/2-in. and wider, 0.100 in. and thicker hard tempered in coils 0.20 carbon and under. Boxing charge, 25c. per 100 lb.

Old Material

Heavy steel, melting, Steubenville, Follansbee, Brackenridge, Monessen, Midland and Pittsburgh, delivered	\$19.00 to \$19.50
No. 1 cast for steel plants	24.00 to 24.50
Re-rolling rails, Newark and Cambridge, Ohio; Cumberland, Md.; Franklin, Pa., and Pittsburgh	25.00 to 25.50
Compressed steel	18.00 to 19.00
Bundled sheet, sides and ends, f.o.b. consumers' mills, Pittsburgh district	15.50 to 16.00
Bundled steel stamping	13.00 to 13.50
No. 1 busheling	18.00 to 18.50
Railroad grate bars	18.00 to 18.50
Low phosphorus melting stock (bloom and billet ends, heavy plates) 1/4 in. and heavier	25.00 to 25.50
Iron car axles	31.00 to 32.00
Locomotive axles, steel	31.00 to 32.00
Steel car axles	28.00 to 29.00
Railroad malleable	20.00 to 20.50
Cast iron wheels	23.50 to 24.00
Rolled steel wheels	22.00 to 23.00
Machine-shop turnings	12.25 to 12.50
Sheet bar, crop ends (at origin)	23.00 to 24.00
Heavy breakable cast	21.50 to 21.75
Cast iron borings	15.25 to 15.50
No. 1 railroad wrought	22.00 to 23.00

Chicago

Pig Iron

The following quotations are for iron delivered at consumer's yards except those for Northern foundry, malleable and steel-making irons, including low phosphorus, which are f.o.b. furnace and do not include a switching charge averaging 50c. per ton.

Lake Superior charcoal, average silicon, 1.50 second half delivery, f.o.b. furnace, average freight to Chicago, \$2.50 (other grades subject to usual differentials)	\$33.00
Lake Superior charcoal, average silicon, 1.50 first quarter delivery, f.o.b. furnace, average, freight to Chicago, \$2.50 (other grades subject to usual differentials)	\$33.00
Northern coke foundry, No. 1 silicon, 2.25 to 2.75	31.00
Northern coke foundry, No. 2 silicon, 1.75 to 2.25	28.75
Northern high-phosphorus foundry	28.75
Southern coke, No. 1 foundry and No. 1 soft, silicon, 2.75 to 3.25	35.25
Southern coke, No. 2 foundry, silicon, 2.25 to 2.75	34.10
Southern foundry, silicon, 1.75 to 2.25	33.00
Malleable, not over 2.25 silicon	29.25
Basic	27.75
Low phosphorus (copper free)	40.00
Silvery, 7 per cent	42.05 to 45.65

Plates

The mill quotation is 2.50c. to 2.65c. Pittsburgh, the freight to Chicago being 27c. per 100 lb. Jobbers quote 3.67c. for plates out of stock.

Structural Material

The mill quotation is 2.45c. Pittsburgh, which takes a freight rate of 27c. per 100 lb. for Chicago delivery. Jobbers quote \$3.47 for materials out of warehouse.

Ferroalloys

We quote 80 per cent ferromanganese at \$110 delivered; 50 per cent ferrosilicon at \$85, delivered; spiegeleisen, 18 to 22 per cent, \$35 furnace.

Iron and Steel Bars

Mill prices are: Mild steel bars, 2.35c., Pittsburgh, taking a freight rate of 27c. per 100 lb.; common bar iron, 2.72c. to 2.75c. Chicago; rail carbon 2.65c. to 2.75c. mill. Jobbers quote 3.37c. for steel bars out of warehouse.

Cast Iron Pipe

We quote per net ton f.o.b. Chicago, ex-war tax, as follows: Water pipe, 4-in., \$62.80; 6-in. and above, \$59.80; class A and gas pipe \$2 extra.

Bolts and Nuts

Jobbers quote: Structural rivets, 4.72c.; boiler rivets, 4.82c.; machine bolts up to 3/4 x 4 in., 50 and 5 per cent off; larger sizes, 40 and 5 off; carriage bolts up to 3/4 x 6 in., 45 and 5 off; larger sizes 30 and 10 off; hot pressed nuts, square tapped and hexagon tapped, \$1.85 off; coach or lag screws, gimlet points, square heads, 50 and 5 per cent off. Quantity extras for nuts are canceled.

Sheets

Mill quotations are 4.35c. for No. 28 black, 3.55c. for No. 10 blue annealed, and 5.70c. for No. 28 galvanized.

Jobbers quote Chicago delivery out of stock: No. 10 blue annealed, 4.57c.; No. 28 black, 5.62c., and No. 28 galvanized, 6.97c.

Rails and Track Supplies

Standard railroad spikes, 3.35c., Pittsburgh. Track bolts with square nuts, 4.35c., Pittsburgh. Steel tie plates and iron angle bars, 2.75c., Pittsburgh and Chicago; tie plates, iron 2.90c., f.o.b. makers' mills. Light rails, 2.45c., f.o.b. makers' mills, with usual extras.

Old Material

We quote delivery in buyer's yards, Chicago and vicinity, freight and transfer charges paid, as follows:

Per Gross Ton	
Iron rails	\$24.50 to \$25.50
Relaying rails	35.00 to 45.00
Carwheels	25.50 to 26.50
Steel rails, rerolling	29.00 to 30.00
Steel rails less than 3 ft.	23.00 to 23.50
Heavy melting steel	18.00 to 19.00
Frogs, switches and guards, cut apart	18.00 to 19.00
Shoveling steel	18.00 to 18.50
Per Net Ton	
Iron angles and splice bars	\$24.00 to \$25.00
Steel angle bars	19.50 to 20.00
Iron arch bars and transoms	25.00 to 26.00
Iron car axles	30.00 to 31.00
Steel car axles	25.00 to 25.50
No. 1 busheling	17.50 to 18.00
No. 2 busheling	12.50 to 13.00
Cut forge	18.75 to 19.25
Pipes and flues	15.50 to 16.00
No. 1 railroad wrought	19.50 to 20.50
No. 2 railroad wrought	18.50 to 19.00
Steel knuckles and couplers	19.50 to 20.00
Coil springs	20.00 to 20.50
No. 1 cast	25.50 to 26.50
Boiler punchings	21.50 to 22.00
Locomotive tires, smooth	19.50 to 20.00
Machine shop turnings	9.00 to 9.50
Cast borings	10.00 to 11.00
Stove plate and light cast	22.00 to 23.00
Grate bars	20.50 to 21.00
Brake shoes	18.00 to 19.00
Railroad malleable	19.50 to 20.50
Agricultural	19.50 to 20.50
Country mixed	14.00 to 15.00

Philadelphia

Pig Iron

The following quotations are for iron delivered in consumer's yards in Philadelphia or vicinity, except those for low phosphorus iron, which are f.o.b. furnace:

Eastern Penna. No. 2 X, 2.25 to 2.75 sil.	\$33.10 to \$34.10
Eastern Penna. No. 2, plain, 1.75 to 2.25 sil.	32.10 to 33.10
Virginia No. 2 X, 2.25 to 2.75 sil.	35.35 to 36.10
Virginia No. 2, plain, 1.75 to 2.25 sil.	35.10 to 35.10
Basic	28.00 to 28.25
Gray forge	29.40
Standard low phosphorus (f.o.b. furnace)	37.00 to 38.00
Malleable (nominal)	30.10
Copper bearing low phosphorus (f.o.b. furnace)	35.00

Old Material

No. 1 heavy melting steel	\$20.00 to \$20.50
Steel rails, rerolling	24.00 to 25.00
No. 1 low phosphorus, heavy, 0.04 and under	25.00 to 26.00
Carwheels	24.50 to 25.00
No. 1 railroad wrought	27.50 to 28.00
No. 1 yard wrought	22.50 to 23.00
No. 1 forge fire	16.00 to 17.00
Bundled skeleton	16.00 to 17.00
No. 1 busheling	16.00 to 17.00
No. 2 busheling	13.00 to 14.00
Turnings (short shoveling grade for blast furnace use)	14.00 to 14.50
Mixed borings and turnings (for blast furnace use)	13.50 to 14.00
Machine-shop turnings (for rolling mill and steel works use)	15.50 to 16.00
Heavy axle turnings (or equivalent)	16.50 to 17.00
Cast borings (clean)	18.00 to 19.00
No. 1 cast	26.00 to 27.00
Railroad grate bars	21.00 to 22.00
Stove plate	20.50 to 21.50
Railroad malleable	20.00 to 21.00
Wrought iron and soft steel pipes and tubes (new specifications)	18.50 to 19.00
Ungraded pipe	15.00 to 16.00

Buffalo

Pig Iron

No. 1 foundry, 2.75 to 3.25 silicon	\$34.00
No. 2 X, 2.25 to 2.75 silicon	32.25
No. 2 plain foundry, 1.75 to 2.25 silicon	31.00
Gray forge	29.50
Malleable, silicon not over 2.25	30.50
Basic	27.25
Basic, 1 to 1 1/4 per cent manganese	27.25
Basic, 1 1/2 to 2 1/4 per cent manganese	28.75
Lake Superior charcoal, regular grades, f.o.b. Buffalo	38.40

Old Material

Heavy melting steel, regular grades.....	\$19.00 to \$20.00
Low phosphorus, 0.04 and under.....	23.50 to 24.00
No. 1 railroad wrought.....	23.00 to 23.50
No. 1 machinery cast.....	24.50 to 25.50
Iron axles.....	28.00 to 29.00
Steel axles.....	28.00 to 29.00
Car wheels.....	22.50 to 23.50
Railroad malleable.....	19.00 to 20.00
Machine-shop turnings.....	12.00 to 12.50
Heavy axle turnings.....	16.00 to 17.00
Clean cast borings.....	13.50 to 14.00
Iron rails.....	24.00 to 25.00
Locomotive grate bars.....	20.00 to 20.50
Stove plate.....	22.00 to 22.50
Wrought pipe.....	17.50 to 18.00
No. 1 busheling.....	16.50 to 17.50
Bundled sheet stamping.....	14.50 to 15.00

New York

Pig Iron

No. 1 foundry, silicon 2.75 to 3.25.....	\$35.80
No. 2 X, silicon 2.25 to 2.75.....	34.80
No. 2 plain, silicon 1.75 to 2.25.....	32.80
No. 2 X, Virginia, silicon 2.25 to 2.75.....	35.65 to 36.40

Finished Iron and Steel

We quote as follows for mill shipments: Bar iron, refined grade, 2.77c.; double refined bar iron, 3.47c.; soft steel bars, 2.62c.; shapes, 2.72c.; plates, 2.77c.; all New York.

Old Material

Heavy melting steel.....	\$15.50 to \$16.00
Re-rolling rails.....	21.50 to 22.00
Relaying rails, nominal.....	43.00 to 44.00
Steel car axles.....	25.00 to 26.00
Iron car axles.....	34.00 to 35.00
No. 1 railroad wrought.....	24.00 to 24.50
Wrought iron track.....	17.00 to 18.00
Forge fire.....	12.50 to 13.00
No. 1 yard wrought, long.....	20.00 to 20.50
Light iron.....	6.00 to 7.00
Cast borings (clean).....	14.00 to 14.50
Machine-shop turnings.....	12.00 to 12.50
Mixed borings and turnings.....	11.50 to 12.00
Iron and steel pipe (1 in. min. diam. not under 2 ft. long).....	14.50 to 15.00
Stove plate.....	17.50 to 18.00
Locomotive grate bars.....	19.00 to 19.50
Malleable cast (railroad).....	16.50 to 17.50
Old car wheels.....	22.00 to 23.00

Prices which dealers in New York and Brooklyn are quoting to local foundries per gross ton:

No. 1 machinery cast.....	\$25.50 to \$26.50
No. 1 heavy cast (columns, building materials, etc.), cupola size.....	24.50 to 25.00
No. 1 heavy cast, not cupola size.....	18.00 to 18.50
No. 2 cast (radiators, cast boilers, etc.).....	18.00 to 18.50

Boston

Pig Iron

Eastern Pa., No. 2 X (silicon 2.25 to 2.75).....	\$34.90 to \$35.90
Eastern Pa., No. 2 plain (silicon 1.75 to 2.25).....	33.90 to 34.90
Buffalo No. 2 X (silicon 2.25 to 2.75).....	34.90 to 35.90
Buffalo No. 2 plain (silicon 1.75 to 2.25).....	33.90 to 34.90
Virginia No. 2 X (silicon 2.25 to 2.75).....	35.70
Virginia No. 2 plain.....	34.70

Old Material

No. 1 heavy melting steel.....	\$15.00 to \$15.50
No. 1 railroad wrought.....	21.00 to 22.00
No. 1 yard wrought.....	18.00 to 19.50
Wrought pipe (1 in. in diameter, over 2 ft. long).....	14.50 to 15.00
Machine-shop turnings.....	10.50 to 11.00
Cast iron borings.....	13.50 to 14.00
Heavy axle turnings.....	11.50 to 12.00
Blast furnace borings and turnings.....	9.00 to 9.50
Forge scrap.....	11.50 to 12.00
Bundled skeleton.....	11.50 to 12.00
Steel car axles.....	22.00 to 23.00
Car wheels.....	24.50 to 25.00
Machinery cast.....	24.50 to 25.50
No. 2 cast.....	22.00 to 23.00
Stove plate.....	19.50 to 20.00
Railroad malleable.....	17.00 to 17.50
Re-rolling rails.....	21.00 to 21.50

Cincinnati

Pig Iron

Based on freight rates of \$3.60 from Birmingham and \$1.80 from Ironton, we quote f.o.b. Cincinnati:

Southern coke, silicon 1.75 to 2.25 (base price).....	\$31.00
Southern coke, silicon 2.25 to 2.75 (No. 2 soft).....	32.60
Ohio silvery, 8 per cent silicon.....	42.05
Southern Ohio coke, silicon 1.75 to 2.25 (No. 2).....	31.55
Basic Northern.....	31.05
Standard Southern carwheel.....	48.60
Malleable.....	32.05

Old Material

Per Gross Ton

Bundled sheet.....	\$12.00 to \$12.50
Old iron rails.....	22.50 to 23.00
Relaying rails, 50 lb. and up.....	40.00 to 41.00
Re-rolling steel rails.....	20.50 to 21.00
Heavy melting steel.....	15.00 to 16.00
Steel rails for melting.....	16.00 to 17.00
Old car wheels.....	18.00 to 18.50
No. 1 railroad wrought.....	17.50 to 18.00

Per Net Ton

Cast borings.....	\$7.50 to \$8.00
Steel turnings.....	7.00 to 7.25
Railroad cast.....	20.00 to 20.50
No. 1 machinery.....	22.00 to 22.50
Burnt scrap.....	13.00 to 14.00
Iron axles.....	24.00 to 24.50
Locomotive tires (smooth inside).....	18.00 to 18.50
Pipes and flues.....	13.50 to 14.00
Malleable cast.....	15.50 to 16.00
Railroad tank and sheet.....	12.00 to 12.50

St. Louis

Old Material

Per Gross Ton

Old iron rails.....	\$23.50 to \$24.00
Old steel rails, re-rolling.....	27.00 to 27.50
Old steel rails, less than 3 ft.....	22.00 to 22.50
Relaying rails, standard sections, subject to inspection.....	38.00 to 45.00
Old car wheels.....	25.00 to 25.50
No. 1 railroad heavy melting steel.....	19.50 to 20.00
Heavy shoveling steel.....	16.50 to 17.00
Ordinary shoveling steel.....	16.00 to 16.50
Frogs, switches and guards, cut apart.....	19.50 to 20.00
Ordinary bundled sheets.....	12.00 to 12.50
Heavy axle and tire turnings.....	13.75 to 14.25

Per Net Ton

Iron angle bars.....	\$17.00 to \$17.50
Steel angle bars.....	16.50 to 17.00
Iron car axles.....	30.50 to 31.00
Steel car axles.....	27.50 to 28.00
Wrought arch bars and transoms.....	23.00 to 23.50
No. 1 railroad wrought.....	19.00 to 19.50
No. 2 railroad wrought.....	17.00 to 17.50
Railroad springs.....	17.00 to 17.50
Steel couplers and knuckles.....	17.50 to 18.00
Locomotive tires, 42 in. and over, smooth inside.....	17.25 to 17.75

No. 1 dealers' forge.....	16.00 to 16.50
Cast-iron borings.....	10.50 to 11.00
No. 1 busheling.....	16.00 to 16.50
No. 1 boiler, cut to sheets and rings.....	13.00 to 13.50
No. 1 railroad cast.....	20.00 to 20.50
Stove plate and light cast.....	21.50 to 22.50
Railroad malleable.....	16.50 to 17.00
Agricultural malleable.....	16.00 to 16.50
Pipes and flues.....	15.00 to 15.50
Heavy railroad sheet and tank.....	13.50 to 14.00
Railroad grate bars.....	19.50 to 20.00
Machine-shop turnings.....	9.50 to 10.00
Country mixed.....	14.00 to 14.50
Uncut railroad mixed.....	15.50 to 16.00
Horseshoes.....	18.50 to 19.00

Cleveland

Iron Ore

Old range Bessemer, \$6.45; old range non-Bessemer, \$5.70; Mesaba Bessemer, \$6.20; Mesaba non-Bessemer, \$5.55.

Pig Iron

Bessemer.....	\$29.35
Basic.....	26.15
Northern No. 2 foundry, silicon, 1.75 to 2.25.....	30.15
Southern foundry, silicon, 2.25 to 2.75.....	34.10
Gray forge.....	26.15
Ohio silvery, silicon, 8 per cent.....	45.40
Standard low phos., Valley furnace.....	\$38.00 to 40.00

Finished Iron and Steel

Steel bars, 3.27c.; plates, 3.57c.; structural shapes, 3.37c.; bands and hoops, 3.97c.; No. 10 blue annealed sheets, 4.47c.; No. 28 black sheets, 5.27c.; No. 28 galvanized sheets, 6.62c.

Old Material

Heavy melting steel.....	\$19.00 to \$19.25
Steel rails, under 3 ft.....	21.00 to 21.50
Steel rails, re-rolling.....	25.50 to 26.50
Iron rails.....	26.00 to 27.00
Iron car axles.....	35.00 to 36.00
Steel car axles.....	33.00 to 34.00
Low phosphorus melting scrap.....	20.75 to 21.25
Cast borings.....	13.50 to 13.75
Iron and steel turnings and drillings.....	10.50 to 11.00
Short turnings (for blast furnaces).....	13.00 to 13.50
Compressed steel.....	16.00 to 16.50
No. 1 railroad wrought.....	21.50 to 22.00
Agricultural malleable.....	16.50 to 17.00
Railroad malleable.....	20.50 to 21.00
Steel axle turnings.....	16.00 to 16.25
Light bundled sheet scrap.....	14.50 to 15.00
No. 1 cast.....	25.00 to 26.00
No. 1 busheling.....	17.00 to 17.50
Drop forge flashings, 10 in. and under.....	16.25 to 16.50
Drop forge flashings, over 10 in.....	13.00 to 13.25
Railroad grate bars.....	21.00 to 22.00
Stove plate.....	22.00 to 22.50

Birmingham

Pig Iron

Foundry, silicon 1.75 to 2.25.....	\$28.00
Basic.....	27.00

Old Material

Steel rails.....	\$18.00 to \$19.00
No. 1 heavy steel.....	17.00 to 18.00
Cast iron borings.....	10.00 to 10.50
Machine-shop turnings.....	15.50 to 16.00
Stove plate.....	20.00 to 21.00
No. 1 cast.....	23.00 to 24.00
Car wheels.....	23.00 to 24.00
Tramcar wheels.....	22.50 to 23.00
Steel axles.....	25.00 to 26.00
No. 1 wrought.....	18.00 to 19.00

BIRMINGHAM

Birmingham, Ala., Oct. 27.

While two furnace interests have not opened for 1920, at least two others have done so and a considerable tonnage has been sold. The largest item was 3,000 to 4,000 tons to a Chicago district consumer for the first half of 1920 on the basis of \$29 for 1.75 to 2.25 silicon. A sale of 300 tons for first quarter to a Southern melter of 2.75 to 3.25 brought \$32, the full silicon differential. What 1919 iron is disposed of brings from \$28 to \$29, the former being the usual basis. Southern operators have been quite conservative in their price attitude. Steel plants continue to operate at capacity to near capacity with wire and nail departments on double turn.

The twelve active Alabama sanitary pipe shops, booked to maximum up to Jan. 1, decline to book beyond that date and are melting an average of 150 to 200 tons of iron per day.

Coal production was considerably increased in anticipation of the mine strike.

Scrap has been very quiet owing to the uncertainty of the coal mine situation. Cast has moved in quantities under contract, but steel and wrought have been light.

MACHINERY MARKETS AND NEWS OF THE WORKS New York

NEW YORK, Oct. 28.

Despite some slowing up in inquiries, the business done in machine tools during the past week is reported to have been exceptionally good. Business has been well distributed, nearly all sellers of new and used machines of both large and small types reporting a fair aggregate of orders. The E. W. Bliss Co., Brooklyn, was the largest buyer, its purchases having totalled \$300,000 to \$400,000. Among its purchases were 15 or more heavy planers, one costing approximately \$40,000; several slotters, boring mills and other heavy tools. The New Departure Mfg. Co., Bristol, Conn., a subsidiary of the General Motors Corporation, has begun the placing of orders on its recent large list. Its purchases will probably total about \$1,000,000. The American Car & Foundry Co., through its New York office, is inquiring for a fairly large list of equipment for its various plants, its requirements including about 30 plate-working machines, bolt and nut machines, forging machines, miscellaneous machine tools and seven overhead cranes of 5- and 10-ton capacity. The General Electric Co., Schenectady, N. Y., is expected to place orders very soon on its recent list of about 50 tools, and will issue another large list within the near future covering complete equipment for a new shop.

The Cerro de Pasco Copper Mining Co., 15 Broad Street, has placed an order with the Pawling & Harnischfeger Co. for six cranes of 10, 15 and 20-ton capacity, and will probably place orders soon on a list of about 50 machine tools. The company is asking for bids on a 7-ton ladle crane of special design for copper smelting.

The West Virginia Metal Products Co., which recently let a contract to Fred T. Ley & Co., New York, for the construction of a large manufacturing plant and housing project at Fairmount, W. Va., is inquiring for various kinds of equipment needed for its brass rolling mills.

Barbour, Love & Woodward, Singer Building, New York, have been appointed selling agents in the New York territory by the Cincinnati Shaper Co. and the Cincinnati Gear Cutting Machine Co., both of Cincinnati.

The Chesapeake Iron Works, Baltimore, Md., manufacturer of cranes, has opened a New York office at 738 Woolworth Building, in charge of H. L. Mode.

The Gehrmann Indirect Heat Oven Co., 60 Franklin Avenue, Brooklyn, has awarded a contract to Louis Gold, 44 Court Street, for a two-story plant, 125 x 200 ft., at Buckley and Skillman streets, Long Island City, to cost \$100,000.

The Karry-Lode Industrial Truck Co., New York, has been incorporated with a capital stock of \$100,000 by J. M. and M. J. Breitenbach and H. L. Ettinger, 73 Hamilton Terrace, to manufacture motor-driven factory trucks.

The Overland Caterpillar Chain Co., New York, has been incorporated with a capital stock of \$500,000 by J. J. Geoghegan, G. D. Proctor and J. J. Krauss, 1213 Wheeler Avenue, Bronx, to manufacture chains.

The Cast Steel Ship Corporation, 114 Liberty Street, New York, has increased its capital stock from \$250,000 to \$600,000.

The American Bosch Magneto Corporation, Springfield, Mass., manufacturer of magnetos, etc., is having plans prepared for a 10-story works building, 80 x 100 ft., at 17-23 West Sixtieth Street, New York, to cost about \$200,000. Bond & Co., 476 Main Street, Springfield, are the architects. Local offices of the company are at 223 West Forty-sixth Street.

The Hedges & McLain Co., New York, has been incorporated with a capital stock of \$100,000 by E. Hedges, H. E. McLain and W. Loomer, 652 Amsterdam Avenue, to manufacture electrical devices and metallurgical equipment.

The Eastern Signal & Supply Co., 30 Church Street, New York, manufacturer of signals, etc., has increased its capital stock from \$51,000 to \$150,000.

The Transport Service Co., Sherman Avenue, Long Island City, has completed plans for an automobile service and repair building to cost about \$200,000, including equipment.

The Utility Products Corporation, New York, has been incorporated with a capital stock of \$100,000 by G. Tiernan, F. H. and J. B. Parcell, 64 Wall Street, to manufacture electrical machinery and equipment.

The Spaulding Chain Corporation, New York, has been incorporated with a capital stock of \$50,000 by T. W. Robertson, H. F. Herberman and E. P. Burtis, 43 Cedar Street, to manufacture chains, coaster brakes, etc.

The United Cork Companies, 50 Church Street, New York, manufacturers of large cork products for ship service and other work, are having plans prepared by Westinghouse, Church, Kerr & Co., 37 Wall Street, for a one-story plant at Lyndhurst, N. J., to cost about \$100,000, including machinery.

The Automatic Expansion Co., New York, has been incorporated with a capital stock of \$50,000 by E. Kuebler, F. Roeger and L. Bach, 541 East Forty-eighth Street, to manufacture metal products.

The American Fibre Chair Seat Corporation, 540 Van Alst Avenue, Long Island City, N. Y., is considering rebuilding the section of its plant destroyed by fire Oct. 9, with loss, including equipment, estimated at \$65,000.

The General Phonograph Corporation, New York, recently organized to take over the Otto Heineman Phonograph Supply Co., the Meisselbach Mfg. Co., the International Insulating Corporation and the Garford Mfg. Co., New York, has arranged for a note issue of \$1,500,000 for plant expansion. The company manufactures motors, tone arms, needles and other specialties, and will rush to completion the new plant of the Otto Heineman Company, now in course of construction at Newark, N. J. This plant will comprise a four-story, reinforced concrete factory, 80 x 340 ft., to cost about \$325,000, with power house and engine plant to cost \$50,000. Otto Heineman, 25 West Forty-fifth Street, New York, is president.

The Geyser Electric Washing Machine Co., New York, has been incorporated with a capital stock of \$20,000 by E. S. Hawley, F. H. Butelhorn and R. S. Baker, 37 Wall Street.

The Liberty Auto Ignition Co., New York, has been incorporated with a capital stock of \$150,000 by H. Eissenbach, L. Kretzer and L. Baskin, 1121 Tinton Avenue, Bronx, to manufacture ignition equipment.

The Button Machinery Co., 1023 Clinton Street, Hoboken, N. J., has awarded a contract to the Industrial Engineering Co., 30 Church Street, New York, for a plant addition, including boiler house, on South Eleventh Street near Grand Street, to cost about \$170,000.

The Tidewater Iron Works, 731 Jefferson Street, Hoboken, N. J., has filed plans for a one-story plant addition.

The Harrison Bolt & Nut Co., Harrison, N. J., has filed

notice of organization to operate a plant at Second and Middlesex streets, for the manufacture of bolts, nuts and general iron and steel products. S. Forry Laucks, head of the York Safe & Lock Co., York, Pa., is interested in the company.

The Sun Machinery Co., Newark, N. J., has been incorporated with a capital stock of \$25,000 by A. and Frank J. McManus, and William Tunick, to manufacture special machinery, tools, etc.

The Accurate Screw Machine Co., 128 Mulberry Street, Newark, N. J., has filed notice of organization to manufacture precision machinery. Oscar S. and Van S. Buckson, 158 Westervelt Avenue, Plainfield, N. J., head the company.

S. P. Townsend & Co., Central Avenue, West Orange, N. J., manufacturers of lawn mowers, have commenced the erection of a three-story brick and concrete plant, 60 x 240 ft., on Glenwood Avenue near Henry Street, Bloomfield, N. J., to cost \$40,000.

A machine shop for parts manufacture and repair work will be installed in the new automobile service plant to be erected at 967 Broad Street, Newark, N. J., by the McAllister-Carson-Stulz Corporation, 1003 Broad Street, manufacturer of iron and steel automobile specialties. It will be two stories, 66 x 380 ft., estimated to cost \$125,000.

Kapp & Herrevagen, 557 South Eleventh Street, Newark, N. J., have filed notice of organization to manufacture tools, dies, etc. Joseph Kapp and Charles Herrevagen head the company.

The Wymarsh Foundry, Hornell, N. Y., has been incorporated with a capital stock of \$100,000 by F. A. Wygant, G. H. Martin and E. Shults.

The Add-A-Tire & Supply Corporation, 1503 Broadway, Buffalo, Stanley J. Ciacunch, president, has purchased a three-story and basement factory, 50 x 120 ft., at Root Street and the Erie Canal, which it will equip for the manufacture of automobile tires and accessories.

The Watkins Body Corporation, 673 Genesee Street, Buffalo, will build a brick addition to its factory to cost \$18,000.

The Jewell Steel & Malleable Co., 373 Hertel Avenue, Buffalo, is having plans prepared for an addition to its foundry.

The Frontier Machine & Tool Co., Buffalo, is remodeling and adding to its factory at 132 Lakeview Avenue.

Philadelphia

PHILADELPHIA, Oct. 27.

The Globe Machine Co., Kinsey and Josephine streets, Philadelphia, has filed plans for a one-story brick machine-shop addition, 12 x 54 ft.

The Bureau of Yards and Docks, Navy Department, Washington, has had plans prepared for a forge shop at the League Island Navy Yard, Philadelphia, to cost about \$30,000.

The Luster Machinery Co., Widener Building, Philadelphia, has leased property at 917 Arch Street, for a new local establishment.

Max Haupt, 1713 Sansom Street, Philadelphia, has filed plans for a one-story brick forge-shop addition at Twenty-fourth and Carlton streets.

The C. K. Bullock Co., Philadelphia, has been incorporated in Delaware with a capital stock of \$10,000 by C. M. Bullock and Thomas B. Preston, Philadelphia; and W. A. Allison, Springfield, Pa., to manufacture gears, sprocket wheels, etc.

The addition now in course of construction by the Boyerstown Burial Casket Co., Boyerstown, Pa., will include a machine-shop and other works departments, with machinery installation estimated to cost \$250,000.

The Drain Steel Co., Philadelphia, has been incorporated with a capital stock of \$750,000 by Jesse S. Shepherd, 1420 Chestnut Street, Philadelphia; John A. Drain, 405 Elm Avenue, Swarthmore, Pa.; and William F. Maharg, Moore, Pa., to manufacture iron and steel products.

Barbour Brothers, Fair and South Warren streets, Trenton, N. J., iron and steel products, have acquired the former factory of the New Jersey Wheel Co., on Marion Street, fronting on the Philadelphia & Reading Railroad. The site comprises about 1 acre, with two-story building of about 18,000 sq. ft., and will be used by the new owners for extensions.

The William R. Thropp & Sons Co., Trenton, N. J., manufacturer of rubber-mill and other machinery, has filed plans for a one-story shop addition.

The York Metal & Alloy Co., York, Pa., manufacturer of metal products, has increased its capital stock from \$50,000 to \$250,000.

The Consolidated Machine Co., Bradford, Pa., a Delaware corporation, has filed notice of change of name to the Consolidated Window Glass Machine Co.

Charles A. Fair, 128 Sylvan Terrace, Harrisburg, Pa., will build a two-story machine and automobile repair works, 70 x 120 ft., on Mulberry Street, near Crescent Street, to cost about \$20,000.

Robert Erlichman and Frank S. Mickley, Allentown, Pa., operating a company for the manufacture of compressors, piston rings, etc., are considering the establishment of a plant at Bethlehem, Pa.

The Bethlehem Spark Plug Corporation, Bethlehem, Pa., has been incorporated in Delaware with capital stock of \$10,000,000. The new organization will succeed the Silveco Co., and will build a large addition to the present plant. E. H. Schwab is president.

Chicago

CHICAGO, Oct. 27.

Although business has suffered little change in volume, the demand for tools is perhaps less general than during the summer and early fall. The automobile industry continues the most prominent buyer. The Nash Motors Co. is in the market for about \$200,000 worth of equipment for its new Milwaukee plant and the recently organized Lafayette Motors Co., Indianapolis, is expected to make purchases soon. Recent transactions of note include the purchase of eight turret lathes and two milling machines by the Crane Co. and an order for six turret lathes by William Ganschow & Co., Chicago. The William Small Co., Indianapolis, is considering new equipment, and the Samson Tractor Works, Janesville, Wis., is steadily adding to its generous purchases of a few weeks ago. While deliveries average 90 days, they are not growing worse.

The Handy Mfg. Co., manufacturer of steel clamps, 29 East Madison Street, Chicago, has leased a plant, 100 x 100 ft., to be erected at 4435-45 West Kinzie Street.

The Creamery Package Co., De Kalb, Ill., will construct an addition, 80 x 150 ft., to be used for the manufacture of ice-making machines.

The Mechanics Machine Co., Rockford, Ill., will build a \$7,000 addition.

The American Can Co. is constructing a plant at Grand Rapids, Mich., for the manufacture of adding machines. The main structure will be 66 x 286 ft., four stories.

The Jeffrey Mfg. Co., manufacturer of conveying, pumping and mining machinery, Columbus, Ohio, has leased the O'Connell Wagon Works, Cherry Street, Terre Haute, Ind., where it will manufacture light electrical mining machinery.

The Iowa Steel & Iron Works, Cedar Rapids, Iowa, will erect a new foundry which will mean an addition of 10,000 sq. ft. of floor space to its present facilities.

The Spon Mfg. Co., Council Bluffs, Iowa, has been incorporated with \$200,000 capital stock to manufacture macaroni and spaghetti. The officers include W. A. Horton, president; F. C. Haner, secretary, and R. A. Heinelt, treasurer.

R. P. Norton, formerly with the Algona Mfg. Co., and Fred M. Mayer, late of the Minneapolis & St. Louis Railroad shops at Marshalltown, Iowa, have formed a partnership and will open a machine shop in the north half of the Johnson Building, Algona, Iowa.

The Interstate Mfg. Co., manufacturer of furnaces and coal chutes, Oskaloosa, Iowa, has absorbed the Miller Furnace Mfg. Co., Marshalltown, and contemplates moving its entire plant to the latter city.

The Bodine Electric Co., 2254 West Ohio Street, Chicago, manufacturer of electrical specialties, is taking bids for the erection of a two- and four-story addition, 95 x 129 ft. and 29 x 32 ft., respectively, to cost about \$44,000.

The Krasberg Engineering & Mfg. Co., Chicago, manufacturer of special machinery, tools, etc., has increased its capital from \$1,500,000 to \$1,800,000.

The Edelman Mfg. Co., 361 East Ohio Street, Chicago, manufacturer of automobile products, will erect a new one-story plant at 3618 26 North Crawford Avenue, to cost about \$175,000, including equipment.

The Midway Foundry Co., 2329 University Avenue, St. Paul, Minn., is taking bids for the erection of a new one-story foundry on University Avenue, near LaSalle Street, to cost about \$20,000.

The State Board of Control, State House, St. Paul, Minn., has had plans prepared for the erection of a two-story power plant, 66 x 70 ft., at the State Insane Asylum, Hastings, Minn., to cost about \$50,000. D. F. Mullen is secretary.

The Kansas City Truck Co., Kansas City, Mo., has been incorporated in Delaware with capital of \$1,000,000 by Theodore Dimsas, Thomas A. Ferguson and Charles B. Day, all of Kansas City, to manufacture gasoline motor trucks and tractors.

The Hope Fan & Blower Co., Seventy-third Street, Kansas City, Mo., will build a one-story and basement addition, 25 x 75 ft., on Central Street.

The Armstrong Brothers Tool Co., 317 North Francisco Avenue, Chicago, is adding to its drop forge department and erecting building for the hardening and heat-treating department and a reinforced concrete general office, finished stock and shipping department building. Building operations, tied up for several months by strikes, are being rushed to completion. The rearrangement of the plant will largely increase its production.

Cleveland

CLEVELAND, Oct. 27.

The demand for machinery continues very active in small lot and single tool orders, and a good amount of business is in prospect. The local machinery house the past week took an order for seven 10- to 60-in. planers, and scattered orders for seven turret lathes. A number of companies are asking for prices on round lots ranging from 10 to 30 machines, these quotations to be used in basing requests for appropriations for the purchase of desired machinery. The preliminary inquiries are expected to result in formal lists later. While the inquiries are coming largely from the automobile field, the prospective business is well scattered among the rubber industry, steel plants, structural steel shops and other manufacturers.

The Actna Steel Casting Co., Cleveland, has acquired the building formerly occupied by the Cleveland Ice Machine & Mfg. Co., Lorain, Ohio, which it will equip for foundry purposes to be operated in connection with its Cleveland plant. Two 8-ton open-hearth furnaces will be installed.

The Minerva Engine Co., Cleveland, builder of engines for tractors and motor trucks, has purchased an 8-acre site on Dunham road on which it will erect a plant. Contracts will be awarded shortly for the first unit which will provide 30,000 sq. ft. of floor space to be used for a machine shop and assembling and testing departments. The erection of a gray iron foundry is contemplated. J. S. Goby is president and D. R. Long, secretary.

The Templar Motors Corporation, Cleveland, has placed contracts for extensions to its plant, providing 200,000 sq. ft. of floor space. They include five buildings, involving an expenditure of approximately \$700,000 for the structures and \$300,000 for equipment.

The Canton-Detroit Foundry Co., Canton, Ohio, has been incorporated with a capital stock of \$50,000 and has purchased the site of the F. B. Widder Foundry Co., which will be remodeled for making steel castings for the automobile trade.

The Elyria Steel Products Co., Elyria, Ohio, has placed contract for a plant, 80 x 160 ft.

The Universal Knitting Machine Co., Lima, Ohio, has been incorporated with a capital stock of \$300,000 to manufacture knitting machines. For the present these will be made at Grand Rapids, Mich., but later the company contemplates erecting a new plant. R. Sullivan is president.

The Phoenix Tube Co., which will build a plant in Warren, Mich., will erect a main building, 100 x 500 ft., and several smaller structures. A. P. Alvord is president and A. J. Burden, vice-president and general manager. The company has an authorized capital stock of \$300,000.

The Urban Machine & Tool Co., Cleveland, has been incorporated with a capital stock of \$100,000 to succeed the Ohio Tool Machine Co., and contemplates erecting a new plant for the manufacture of bench lathes and to do general machine shop work.

The Union Metal Mfg. Co., Canton, Ohio, is erecting a steel and concrete building to give about 25,000 sq. ft. additional floor space for the manufacture of pressed steel foundry equipment.

Cincinnati

CINCINNATI, Oct. 27.

Makers of portable electric drilling machines have recently secured a large number of orders from South America, mostly for shipment to Rio Janeiro and Buenos Aires. European demand has been off somewhat, although some business is coming from France, Spain and England, but very little from Spain, Italy or the Scandinavian countries. Ocean freight rates are still unfavorable here, especially on heavy machines. Domestic business continues steady and no marked improvement is anticipated until the general business situation is clarified. Orders for boring and turning mills are being steadily from manufacturers of automobile tires. Sawmill machinery is in good demand in the South.

The Ahrens-Fox Fire Engine Co., Cincinnati, has acquired addi-

tional property adjoining its plant in the Camp Washington district, and intends to erect a three-story addition at an early date.

The Randall Machinery Co., Cincinnati, will build a two-story addition to its plant at Northside, 50 x 60 ft.

The Cincinnati Brewing Co.'s plant, Hamilton, Ohio, has been sold to a company headed by L. B. Wisenburgh, Middletown, Ohio, who will add equipment for the manufacture of ice.

The Springfield Aluminum Plate & Castings Co., Springfield, Ohio, has been organized to manufacture aluminum plates and castings. The firm is composed of William Jordan, E. A. Parker and Frank Hook.

The Springfield-Advance Machine Co., Springfield, Ohio, has been incorporated with \$60,000 capital stock by H. S. Bradley and others. It has heretofore operated a general machine shop on a partnership basis and arrangements are being made for expanding the business.

R. W. Loomis, 711 Nelson Road, Columbus, Ohio, will build a cement block factory estimated to cost \$4,000.

The Safety Wire Gas Globe Co., Columbus, Ohio, has leased a building at 44 East Chestnut Street to be equipped for the manufacture of safety wire gas globes.

The Columbus Auto Parts Co., Columbus, Ohio, has increased its capital stock from \$150,000 to \$300,000, and will enlarge its plant for the manufacture of automobile accessories.

The Norton Machinery Co., Cincinnati, has changed its name to Norton Brothers Machinery Co.

Indianapolis

INDIANAPOLIS, Oct. 27.

One of the two additions to be made to the plant of the Hockmih & Hoke Mfg. Co., maker of special machinery, Indianapolis, will be a three-story building 68 x 128 ft., the lower floor to be used as a shipping and plating department and the upper stories to increase the manufacturing facilities.

The T. W. Warner Co., Muncie, Ind., recently absorbed by the General Motors Corporation, will hereafter be known as the Muncie Products Co. The plant, which is to be enlarged, will engage principally in the manufacture of chassis parts for the various makes of automobiles controlled by the General Motors Corporation.

The Taylor Mfg. Co., Greenfield, Ind., has been incorporated with \$150,000 capital stock to manufacture automobile tires and accessories. The directors are Hewitt R. Taylor, Jr., Bert C. Lichty and Joseph C. Snell.

The Pickrel Vencer Co., New Albany, Ind., has been incorporated with \$75,000 capital stock, to manufacture veneer. The directors are Burt M. Minigus, Norton C. Lyon and E. T. Minigus.

The Universal Air Compressor Co., Indianapolis, Ind., has been incorporated with \$20,000 capital stock to manufacture air compressors. The directors are John G. Foster, Edward Mason and Noble H. White.

Excavation has begun at St. Paul Street and the Cincinnati division of the New York Central Lines, Indianapolis, on the plant for Franklin J. Groth, Toledo, Ohio, to cost \$225,000, including machinery. Automobile springs and other forged accessories will be manufactured.

The Car Trust Equipment Co., Indianapolis, has increased its capital stock from \$225,000 to \$420,000.

Pittsburgh

Pittsburgh, Oct. 27.

The Follansbee Brothers Co., Pittsburgh, Pa., manufacturer of tin plate,terne plate, flat and corrugated sheets, etc., has arranged for a bond issue of \$1,500,000 to provide for the erection of its proposed new plant in the vicinity of Steubenville, Ohio. The new plant will duplicate the present works at Follansbee, W. Va., which consists of four 35-ton open-hearth furnaces, six tin and seven sheet mills, with annual capacity of about 65,000 tons. William U. Follansbee is president.

The Universal Steel Co., Washington, Pa., has increased its capital stock to \$363,000.

The National Tube Co., Pittsburgh, Pa., has arranged for the erection of a number of buildings at its plant at McKeesport, to cost about \$130,000.

Arthur and Charles Barrett, Pittsburgh, have acquired a three-story factory building on property, 125 x 130 ft., at Western Avenue and Galveston Street, formerly occupied as a lead works, for about \$25,000, for the establishment of a machine and metal working plant.

The National Casket Co., Keenan Building, Pittsburgh, has awarded a contract to Toupet, Beil & Conley, Inc., 5814 Ellsworth Avenue, for a one-story shop addition at Page and Chateau streets, 80 x 135 ft., to cost \$30,000.

The Cambria Car & Foundry Co., Johnstown, Pa., has been incorporated with a capital stock of \$50,000 by Herman J. Widmann, William J. Thiele and J. M. Gastmann, to manufacture cars, wheels, parts, etc.

The Wheeling Mold & Foundry Co., Wheeling, W. Va., manufacturer of steel castings, etc., has arranged for a note issue of \$1,600,000 for general expansion. The company recently filed articles of incorporation in Delaware with capital stock of \$6,200,000. H. E. Field is president.

Detroit

DETROIT, Oct. 27.

The Lake Shore Engine Works, Marquette, Mich., is the latest manufacturing concern in the State to make machine tools. Some time ago it contracted to build 25 5-ft. radial drills and six planers, 4x16 ft.

The Trusced Concrete Steel Co., with plants in Detroit, Yonkers and Sandusky, Ohio, intends erecting a factory to cost \$1,000,000 in Monroe, Mich.

The Acme Motor Truck Co., Cadillac, Mich., has begun construction on the first of four new units, which will double the capacity of the plant. The new building will be 65 x 144 ft.

The Charcoal Iron Co. of America will start shortly to rebuild its plants at Manistique, Mich., recently destroyed by fire. It is expected to have the buildings ready for operation in the spring.

The Canadian Pressed Steel Co., Marysville, Mich., has begun construction on its new plant, which will occupy a site adjoining that of the Wills-Lee interests.

Construction is under way on the erection of the \$600,000 plant of the Michigan Crankshaft Co., Saginaw, Mich. It will be of concrete and steel, 165 x 690 ft.

Owing to increased business, the Dail Steel Products Co., Lansing, Mich., has decided to increase its capitalization from \$100,000 to \$250,000. During the summer additional equipment was installed and buildings were erected for heat-treating and steel storage. E. I. Dail is president.

It is reported that the General Motors Truck Co., now located at Pontiac, Mich., will soon be established in a new plant in Detroit, where a factory 360 x 1800 ft. will be erected on Holbrook Avenue, near Oakland Avenue, on property purchased by the General Motors Corporation in 1915. The new works will be two stories, with floor space approximating 1,300,000 sq. ft. It is understood that plans have been accepted and ground will be broken soon.

The Detroit-Star Grinding Wheel Co., capitalized at \$500,000, has been formed to amalgamate the business of the Detroit Grinding Wheel Co. and the Star Corundum Wheel Co. The plant of both companies will be operated for the present, but it is expected that within six months the combined organization will be housed at the latter's plant at 241 Cavalry Avenue. Five new kilns are to be installed and a production of \$2,000,000 worth of abrasive wheels a year is eventually intended, although for the first year an output of \$1,000,000 worth is planned. John R. Kempf is president; Jefferson T. Wing of J. T. Wing & Co., dealers in mill supplies, etc., is vice-president, and Frank H. Wheldon, secretary and treasurer. Messrs. Kempf and Wheldon will be in joint charge of manufacturing.

Buffalo

BUFFALO, Oct. 27.

The Clipper Tool Co., 38 A Street, Buffalo, has had plans prepared for a two-story addition, 20 x 60 ft., to cost \$6,000.

The Dann Products Co., Buffalo, has been incorporated with a capital stock of \$200,000 by E. A. Holtham, J. M. Slaughter and D. E. Woolard, to manufacture cold-storage and refrigerating machinery.

The Speed Products Corporation, Buffalo, has been incorporated with a capital stock of \$50,000 by C. H. Whiting, F. J. Zuidema and C. H. Lathrop, to manufacture tools.

The Ordnance Department, Washington, has awarded a contract to the C. P. Boland Co., Fourth Street, Troy, N. Y., for a one-story cannon shop, 130 x 180 ft., at the Watervliet, N. Y., arsenal.

The American Laundry Machinery Co., Kossuth Street Subway, Rochester, N. Y., is having plans prepared for a brick and steel machine-shop addition.

St. Louis

ST. LOUIS, Oct. 27.

The Liberty Systems Corporation, Twenty-third and Locust streets, St. Louis, will build a new plant for the manufacture of a patented device, the Indexograph.

The Bayer Soot Blower Co., St. Louis, will build a machine shop and install new equipment. L. J. Bayer, 2828 LaSalle Street, is president.

The Seven States Oil Co., Memphis, Tenn., W. C. Myers, Bank of Commerce Building, Memphis, president, will equip a refinery with a daily capacity of 2,000 bbls.

The Missouri Iron & Steel Corporation, St. Louis, C. E. Smith, Railway Exchange Building, engineer, will equip an electric generating station near its mining property at Haigart.

The People's Ice & Fuel Co., Little Rock, Ark., J. G. Taylor in charge, will equip a \$50,000 ice plant.

The Independent Ice & Cold Storage Co., Shrewsport, La., will equip an ice and cold storage plant of 5000 tons capacity. G. E. Wells, St. Louis, is architect.

Baltimore

BALTIMORE, Oct. 27.

The British-American Steamship Repair Co., 51 South Gay Street, Baltimore, has been incorporated to manufacture, install and repair engines, boilers, etc. The incorporators are G. Alfred Peters, Jr., William M. Saunders and Mary S. Chalmers.

Samuel T. Williams, 223 North Calvert Street, Baltimore, wants prices on locomotive-crane 75- to 100-hp. steam engines and single-drum hoisters.

Alexander & Garsed, Charlotte, N. C., will build a plant for the manufacture of cotton-mill machinery.

The Bar Spring Co., High Point, N. C., has been incorporated with \$125,000 by John Welborn and W. H. English to manufacture bed springs.

The High Point Machine Works, High Point, N. C., is interested in quotations on 36- to 42-in. second-hand radial drills.

The Bainbridge Power Co., Bainbridge, Pa., has been organized and contemplates establishing a plant. J. M. Simmons is president and E. J. Perry, secretary and treasurer.

New England

BOSTON, Oct. 27.

Textile plants continue buyers of heavy type tools for special purposes to increase production and offset high labor costs. The buying, however, is usually for individual machines, but in the aggregate is highly satisfactory. The General Electric Co., Lynn, is out of the market for the present. The Ludlow Mfg. Associates, Ludlow, Mass., are still buying large amounts of machinery and tools for their new Calcutta, India, mill. E. J. Davis, Burlington, Vt., is in the market for non-motive machines. The E. P. Sanderson Co., East Cambridge, Mass., has just bought a 10-ton crane. The new buildings of Scott & Williams, Lakeport, N. H., are fast nearing completion and the company shortly will be in the market for a large amount of equipment. The Rolls-Royce people have decided not to locate at Springfield, Mass. Buying of machine-tools, etc., will be through the company's New York office. The Stevens-Duryea Co., Springfield, Mass., is expected to be in the market during the next few months for equipment.

Second-hand machinery is in especially good demand and users are paying long prices for it. Much of the local selling in the past week has been to New York second-hand dealers, who also are taking everything offered at auction in New England.

Twist drills, reamers, etc., are in more than normal demand. Manufacturers of tubular rivets have never before in the history of the business been as busy as they are today.

The Groton Iron Works, Groton, Conn., has received an order for six additional all-steel boats.

The New London Ship & Engine Co., New London, Conn., has just closed a large order for oil burning engines for commercial use, which are twice as large as any the company made during the war.

The William H. Haskell Mfg. Co., Pawtucket, R. I., manufacturer of bolt and nut machinery, is about to erect a two-story machine shop, 80 x 118 ft.

The Marlin-Rockwell Corporation, New Haven, Conn., Standard Roller Bearing Co., Philadelphia; Braeburn Steel Co., Pittsburgh; Rockwell-Drake, Plainville, Conn.; Rockwell-Drake, New Haven, Conn., and Rockwell-Drake, Norwich, Conn., have consolidated under the name of Standard Steel & Bearings, Inc., with executive offices at 347 Madison Avenue, New York.

The Mueller Metal Co., Providence, R. I., will build a two-story factory, 50 x 100 ft., to cost \$33,000. C. B. Maguire Co., Providence, is the contractor.

The Franklin Foundry & Machine Co., Providence, R. I., will build a \$12,000 addition to its foundry. O. D. Purington & Co., Providence, have the contract.

The Trumbull Electric Mfg. Co., Plainville, Conn., will begin work at once on another addition, four stories, to its plant.

The Charles Parker Co., Meriden, Conn., has let a contract to the T. H. Grozier Co. for a 50 x 200 ft., concrete factory, three stories.

Milwaukee

MILWAUKEE, Oct. 27.

The demand for machine-tools is expanding so consistently that there is now hardly a shop which is not sold up until the end of the year. New business is being booked at a very satisfactory rate and most milling machine manufacturers are in a position to operate at capacity until January 15 or February 1. The sources of demand are gradually broadening, although the automotive industries remain the heaviest buyers.

The Ajax Auto Parts Co., Racine, Wis., has awarded contract for the erection of a one-story brick and steel shop addition, 64 x 130 ft., and has plans under way for a three-story brick and mill factory and warehouse, 85 x 120 ft., at Fifteenth Street and the Chicago & Northwestern tracks. J. W. Bate is president.

The Republic Carbon Co., Niagara Falls, N. Y., is taking bids through A. H. Hoffmann, consulting engineer, Berlin Arcade Building, Milwaukee, for a new factory and office building costing about \$125,000.

The Badger Screw Products Co., Milwaukee, has been incorporated with a capital stock of \$25,000 to manufacture metal specialties and automatic screw machine products. The incorporators are represented by Walter A. John, attorney, First Wisconsin National Bank Building.

(Continued from Page C)

CLEVELAND

CLEVELAND, Oct. 28.—Local strike conditions continue to improve. The McKinney Steel Co. during the week started for additional open hearth furnaces, making seven now running, and it's blooming, billet and sheet steel bar mills. Additional workmen are daily returning to other plants.

There is a heavy demand for pig iron for next year, and considerable activity in early shipment iron, principally in foundry grades, malleable iron is fairly active. Several makers have advanced prices, and the market is very firm. One interest reports sales aggregating over 100,000 tons in 10 days. Foundry iron is being sold at \$30 furnace for 1.75 to 2.25 silicon, and \$32 for 2.25 to 2.75 silicon for shipment from Buffalo and Southern Ohio. One Valley furnace is booking considerable foundry iron at \$28.75 a furnace for the lower silicon and \$30 for the higher. A Cleveland interest has sold a round tonnage of lower silicon iron at \$29 a furnace, but today advanced its price \$1 a ton on both foundry and malleable grades. A Buffalo consumer has taken 10,000 tons of malleable iron at \$29.50 for the first half. A Southern producer is now quoting \$29 Birmingham for 1.75 to 2.25 silicon for the first quarter, and we note the sale of 2500 tons at that price to a sanitary interest. Two sanitary interests have also purchased several thousand tons of Northern iron. The demand for finished steel is very active.

Eastern mills are booking plates and structural material at the regular Pittsburgh price, but with the mill as basing point. Hot steel bars are in heavy demand and very scarce. Prices on alloy steel have been advanced to 6¼ and 6½ cents for 3½ per cent nickel steel bars, and low chrome steel has advanced in like proportion.

Connellsville foundry coke is available at \$6.50 for prompt shipment.

METAL MARKETS

THE WEEK'S PRICES

Oct.	Copper				Lead				Spelter	
	New York		Tin		New York		St. Louis		New York	
22	Lake	Electrolytic	New York	New York	New York	New York	New York	New York	New York	New York
23	22.25	21.75	56.75	6.50	6.25	8.10	8.10	8.10	8.10	8.10
24	22.25	21.75	56.00	6.75	6.50	8.10	8.10	8.10	8.10	8.10
25	22.25	21.75	56.37½	6.75	6.50	8.10	8.10	8.10	8.10	8.10
27	22.25	21.75	56.75	6.75	6.50	8.10	8.10	8.10	8.10	8.10
28	22.25	21.75	56.75	6.75	6.50	8.10	8.10	8.10	8.10	8.10

NEW YORK

NEW YORK, Oct. 28.—The markets are generally quiet, largely to strike conditions. The copper market is inactive. A little business is being done has probably been transacted at an average of 21.75c, New York, for electrolytic and 22.25c, New York, for Lake for November delivery. Sales, however, are reported to be a wide range, running from as low as \$21.50c to 22.25c, for electrolytic copper, depending on the seller and the quantity. The shomeren's strike is still the dominating influence in the tin market which has been quiet. Prices for spot tin have been irregular of course have commanded a premium, sales having been made the week from 56c to 56.75, New York. We quote as the market today at 56.75c, New York. Tin, ex-steamers at 54c, New York. Because of the strike, has been sold around 54c, New York. A little business has been done in far future tin the quotation for November shipment being 52.50c bid and 52.75 offered. The market is very strong. The leading interest again advanced the quotation from 6.50c to 6.75c, New York, Oct. 23, and the market immediately followed suit. Some sellers report the market today higher than the Trust price, with sales at 6.85c to 6.90c, New York, and even predict another advance of the market in the near future. The zinc market is stagnant and unchanged with prime Western quoted at 7.75c, St. Louis, or 8.10c, New York, for November delivery. Demand is light both for domestic and export consumption because of the various troubles. The antimony market is a little stronger at 8.75c, New York, and virgin aluminum is unchanged at 32c to 33c, New York, both in wholesale lots for early delivery.